

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, COLOMBO,
ADEN, SUER, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
Also,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON THURSDAY, the 24th November,
1877, at Noon, the Company's
S. S. *ANADY*, Commandant MORAU,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and so-
coped in transit through Marseilles for the
principal places of Europe.

Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 24th November, 1877. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

H. DU POUEY,
Agent.

Hongkong, November 23, 1877. no29



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suas, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,
Also,
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
"*WALTON*," Captain J. C. BAXON, will leave
this on THURSDAY, the 6th December,
at Noon.

For further Particulars, apply to
A. LIND, Superintendent.

Hongkong, November 23, 1877. do8

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "*BELGIC*" will be de-
parted for San Francisco via Yokohama,
on THURSDAY, the 6th December,
at 3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
6 p.m. of the 6th December. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A Reduction is made on Return Passage
Tickets.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, November 6, 1877. do8

TO LET.

NOS. 4, and 5, PELOH TERRACE, ELGIN
STREET.

Apply to
LANE, CRAWFORD & Co.

Hongkong, July 30, 1877.

AN OFFICE TO LET.

Apply to
LANDSTEIN & Co.

Hongkong, September 15, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately
occupied by the Rev. R. H. KIPP,
"Blanc Yilla," Pok-toum, furnished.
House No. 2, Seymour Terrace,
Nos. 9 and 11, Queen's Road Central,
with spacious Godowns attached, at present
occupied by Messrs. BOTTRELL & SWIN.
DAVID SASSOON, SOHS & Co.
Hongkong, October 18, 1877.

TO LET.

THE Dwelling House and Office No. 1,
D'Almeida Street, lately in the occupa-
tion of Messrs. DOUGLAS LAFRAIK & Co.

Apply to
DOUGLAS LAFRAIK & Co.

Hongkong, July 9, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Part I.
A to K, with Introduction. Royal 8vo.,
pp. 202.—By HANSEN JOHN KITH, Ph.D.
Publishing.
Price: Two Dollars and a Half.
To be had from Messrs. LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs.
Wells & Wells, Shanghai.
Hongkong, February 9, 1877.

Notices to Consignees.

GERMAN STEAMER *PERONIA*,
SCHULTZ, Master, FROM HAMBURG,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo by the above
Steamer are hereby informed that
their Goods are being landed and stored
at their risk in the Godowns of the Under-
signed, from whence delivery may be obtained.

Consignees wishing to take delivery of
their Goods from the Boats alongside the
Wharf are at liberty to do so.

Goods remaining in store after the 30th
Instant will be subject to rent.

No Fire Insurance has been effected.

Optional Cargo will be forwarded unless
written notice to the contrary is given
until 10 o'clock To-morrow.

Bills of Lading will be countersigned by
Wm. POSTAU & Co.,
Agents.

Hongkong, November 23, 1877. no30

NOTICE TO CONSIGNEES.

S. S. *ESMERALDA*, FROM
MANILA.

CONSIGNEES of Cargo per above
Steamer are hereby informed that
their Goods are being landed and stored
at their risk in the Godowns of the Under-
signed.

No Fire Insurance has been effected.

J. Y. V. SHAW.

Hongkong, November 23, 1877.

BRITISH BARK *FIRTH OF TAY*,
FROM SYDNEY.

CONSIGNEES of Cargo by the above-
named Vessel are hereby requested to
send in their Bills of Lading to the Under-
signed for countersignature, and to take
immediate delivery of their Goods.

RUSSELL & Co.,
Agents.

Hongkong, November 21, 1877. no28

PACIFIC MAIL S. S. COMPANY.

CONSIGNEES per Company's Steamer
CHINA, from San Francisco and
Yokohama, are hereby informed that their
Cargo is being landed and stored at their
risk at the Company's Godowns, whence
delivery may be obtained immediately after
landing.

RUSSELL & Co.,
Agents.

Hongkong, November 17, 1877.

OFFICE OF THE SHANGHAI STEAM
NAVIGATION COMPANY,
IN LIQUIDATION.

A SECOND RETURN OF CAPITAL at
the Rate of FIVE TALS per
SHARE will be made to Shareholders of
record on the 1st October, Payable at the
Office of the Liquidators, on the 8th Inst.

Varrants will be delivered by the Under-
signed to Shareholders or their lawful
representatives on presentation of Share
Certificates for Endorsement.

The Transfer BOOKS of the Company
will be CLOSED from the 2nd to the 8th
Instant, inclusive.

By Order,
RUSSELL & Co.,
Liquidators.

Shanghai, October 2, 1877.

INSURANCES.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Batavia, and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRE, Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE).

CAPITAL—Two Millions STERLING.

THE Underigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods in Mats, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.
Proposals for Life Insurance will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
Fire and Life up to £1000 or a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARSBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1887.

QUEEN FIRE INSURANCE
COMPANY.

THE Underigned are prepared to grant
Policies against FIRE to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1876.

Insurance.

YANGTZE INSURANCE ASSO-
CIATION.

CAPITAL—Fully Paid-up—Tls. 420,000
PERMANENT RESERVE—230,000
Special Reserve Fund—75,000
Total Capital and accumula-
tions this date—Tls. 725,000

Directors: F. R. FORBES, Esq., Chairman.
M. W. BOYD, Esq., J. C. HARRIS, Esq.,
M. P. EVANS, Esq., C. LUGER, Esq.

Secretaries: Messrs. RUSSELL & Co., Shanghai.
London Bankers: Messrs. BARRING, BROTHERS & Co.,
Agents in:

HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.

POLICIES granted on Marine Risks to
all parts of the World, at current
rates.

Subject to a clause of 12% for interest
on Shareholders' Capital. All the Profits
of the Underwriting Business will be
annually distributed among all Condi-
tors of Business in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, October 1, 1877.

CHINESE INSURANCE COMPANY.
(LIMITED).

NOTICE.

POLICIES granted on current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, the Profits of the Business
are distributed annually to Shareholders,
whether Shareholders or not, in proportion
to the net amount of the Profits, after
deducting the Reserve Fund.

OLYMPHANT & Co.,
General Agents.

Hongkong, April 17, 1877.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above
Company, are prepared to grant In-
surance at current rates.

MILNERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1800.
CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE
COMPANY.

Incorporated by Royal Charter
of His Majesty King George The First,
A. D. 1720.

THE Underigned having been appointed
Agents for the above Corporation are
prepared to grant Insurance as follows—
Marine Department.
Policies at current rates payable either
here, in London, or at the principal Ports
of India, China, and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Underigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurance at current rates.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, October 14, 1864.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors: KWOK ACHONG, Merchant.
EWE YEN, Merchant.
Ho Sam of Hong Kong, Merchant.
Loo Yee of the Yee Hong Hong, Merchant.
Lee Sze of Lai Sing Firm, Merchant.
CHANG Sze Yung, Merchant.
CHOW CHAI, Merchant.

Manager—HO AMEI.

POLICIES against FIRE granted on
Buildings and on Goods stored
therein at CURRENT RATES, subject to
Discount of 20% on the Premium.

OFFICE, 45, Bankman Street.

Hongkong, August 29, 1877.

Notices of Firms.

NOTICE.

I HAVE This Day admitted Mr. WILLIAM
LEGGE as a Partner in my Business,
which will henceforth be conducted under
the Style of HUGHES & LEGGE.

W. KERFOOT HUGHES.

Hongkong, November 1, 1877. jal

NOTICE.

MR. CHARLES DAVID BOTTOMLEY
was admitted a Partner in our
Firm on the 1st July, 1877.

DOUGLAS LAFRAIK & Co.
Hongkong, September 22, 1877.

NOTICE.

I HAVE This Day Established myself
at this Port as a GENERAL COM-
MISSION AGENT.

J. V. VERNON SHAW.

Hongkong, November 1, 1877. myl

NOTICE.

I HAVE This Day Established myself at
this Port as a MERCHANT and GEN-
ERAL COMMISSION AGENT.

W. SCHRIEVER.

Haiphong, November 9, 1877. do15

NOTICE.

THE Business of SHARE and GEN-
ERAL BROKER, hitherto conducted
in my name, will now be carried on under
the Style of COHEN & HEATON, Mr.
ALEXANDER MACGLASHAN BEATON
having This Day become a Partner
therein.

CHAS. C. COHEN.

Hongkong, November 1, 1877. jal

NOTICE.

FROM This Date Mr. EDWARD SHEPARD
and Mr. M. W. GAZD, are autho-
rized to Sign the name of our Firm for
Procurement at Foochow, and Mr. F. F.
ELWELL at Amoy.

RUSSELL & Co.
China, June 1, 1877. del

NOTICE.

THE Interest and Responsibility of Mr.
FRAMJEE HORMUSJEE in our Firm,
has ceased and Determined on and from
the 6th November, 1877; and Mr. HOR-
MUSJEE MERWANJEE MEHTA, and Mr.
MUNOSHESHWAR SORABHJI MEHTA, have
been admitted Partners therein from that
date.

FRAMJEE HORMUSJEE & Co.
Hongkong, November 19, 1877. no26

NOTICE.

MR. JAMES AYTON MANN is autho-
rized to Sign our Firm by Procu-
ration.

GEPP & Co.
Canton, November 1, 1877. jal

Intimations.

Volume Sixth of the
"CHINA REVIEW."

Now Ready.

No. III.—Vol. VI.
—OF THE—
"CHINA REVIEW"

CONTAINS—

The Rhymes of the Silk-king.
Brief Sketches from the Life of K'ung-ming.
(Continued from Vol. V., page 387).
The Wild Silk-worms of the Province of
Shantung.

Notes on Chinese Grammar (Continued from
Vol. V., page 392).
Geographical Notes on the Province of
Kiangai.

Translations of Chinese School-books.
Short Notices of New Books and Literary
Intelligence.

Notes and Queries—
Bankruptcy in China.
The Share taken by Chinese and Ban-
nermen respectively in the Gov-
ernment of China.

Laws of Sale amongst the Chinese.
Studies in Words.—Roots Meaning One.
The Character 采.
Chinese Antiquity.
Shin versus Shangai.
A Chinese Primer.
A Kase Manchu Cohn.
Were Tao and Shun Historical Persons?
Native Literature on Chinese Porcelain.
Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, October 31, 1877.

NOTICE.

THE CHINESE MAIL.

This paper is now issued every
day. The subscription is fixed at Four
Dollars per annum delivered in Hong-
kong, or Seven Dollars Fifty Cents in-
cluding postage to Coast ports.

It is the first Chinese Newspaper ever
issued under purely native direction. The
editorial department is conducted by
Mr. CHUN AYIN, whose experience and
competence have already been most fully
demonstrated. The chief support of the
paper is of course derived from the native
community, amongst whom also are to be
found the guarantors and securities
necessary to place it on a business and
lively footing.

The projectors, basing their estimates
upon the most reliable information from
the various Ports in China and Japan,
from Australia, California, Singapore,
Penang, Saigon, and other places frequented
by the Chinese, consider themselves
justified in guaranteeing an ultimate
circulation of between 3,000 and 4,000
copies. The advantages offered to ad-
vertisers are therefore unusually great, and
the foreign community generally will find
it to their interest to avail themselves of
them.

The field open to a paper of this descrip-
tion—conducted by native efforts, but
progressive and anti-obstructive in tone—
is almost limitless. It on the one hand
commands Chinese belief and interest
while on the other deserves every aid
that can be given to it by foreigners.
Like English journals it contains Editorials,
with Local, Shipping, and Commercial
News and Advertisements.

Subscription orders for either of the
above may be sent to

MR. CHUN AYIN,
Manager.

China Mail Office,
17th February, 1876.

NOTICE.

FROM and after the Chinese New Year's
Day (February 27, 1874) the *China Mail*
will be issued daily instead of twice
a week as heretofore. No change, how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.
The charges for advertisements are now
admitted to those of the *China Mail*.
The unusual success which has attended
the *China Mail* makes it an admirable
medium for advertisers.

The Conductors guarantee an eventual
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and
Singapore, Penang, Calcutta, San Fran-
cisco and Australia.

For terms, &c., address

MR. CHUN AYIN,
Manager.

China Mail Office,
17th February, 1876.

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the dis-
continuance of *Notes & Queries* on
China and Japan, has induced the pub-
lishers of this journal to issue a publication
similar in object and style, but slightly
modified in certain details.

THE *CHINA REVIEW*, or *Notes and
Queries on the Far East*, is issued at in-
tervals of two months, each number con-
taining about 80 octavo pages, occasionally
illustrated with lithographs, photographs,
woodcuts, &c., should the papers published
demand, and the circulation justifies, such
extra matter.

The subscription is fixed at \$5.50 postage
paid, per annum, payable by non-residents
in Hongkong half-yearly in advance.

The publication includes papers original
and selected upon the Arts and Sciences,
Ethnology, Folklore, Geography, History,
Literature, Mythology, Manners and Customs,
Natural History, Religion, &c., &c., of
China, Japan, Mongolia, Tibet, the
Eastern Archipelago and the "Far East"
generally. A more detailed list of subjects
upon which contributions are especially
invited is incorporated with each number.

Original contributions in Chinese, Latin,
French, German, Spanish, Italian or Por-
tuguese, are admissible. Endeavours
are made to present a resume in each
number of the contents of the most recent
works bearing on Chinese matters. Great
attention is also paid to the Review
department.

Notes and Queries are classified to-
gether as "*Notes*" (head references being
given, when

Intimations.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALPHINGTON, British barque, Captain G. Cunningham.—Wielers & Co.
 OLIVEMUM, British ship, Captain E. Shrewsbury.—Wielers & Co.
 COLORADO, American ship, Captain Ingham.—Russell & Co.
 KATE CLARKE, British barque, Captain James Wilson.—Melchers & Co.
 BROOKHILL, British ship, Captain H. Bata.—Russell & Co.
 JACARANDA, Dutch brig, Captain Dirksen.—Steenen & Co.
 CHARLES OAK, American ship, Captain Staples.—Jardine, Matheson & Co.
 FORMOSA, German 8-m. schooner, Capt. Schweer.—Melchers & Co.

WASHING BOOKS.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.
 CHINA MAIL OFFICE.

To-day's Advertisements.

FOR AMOY.

The Spanish Steamer "ZAMBOANGA," ARANGUIS, Master, will be despatched as above on MONDAY Next, the 26th Instant, at 5 o'clock p.m. For Freight or Passage, apply to REMEDIOS & Co., Agents.
 Hongkong, November 24, 1877. no28

FOR SHANGHAI.

The German Steamship "ZERENZA," SCHULZE, Master, will be despatched as above on MONDAY Next, the 26th Instant, at 4 p.m. For Freight or Passage, apply to Wm. PUSLAU & Co., Agents.
 Hongkong, November 24, 1877. no28

FOR YOKOHAMA.

The British Steamship "BERTHA," LARGIER, Master, shortly expected, will have quick despatch as above. For Freight or Passage, apply to Wm. PUSLAU & Co., Agents.
 Hongkong, November 24, 1877.

FOR SWATOW, AMOY, FOCHOW, AND TAMSUI.

The Steamship "HALLOONG," Captain J. C. ARNOTT, will be despatched for the above Ports on TUESDAY, the 27th Instant, at Daylight, instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., Agents.
 Hongkong, November 24, 1877. no27

FOR SWATOW.

The Steamship "PERNAMBUCO," W. HYDE, Commander, will leave for the above Port on TUESDAY, the 27th Instant, at Daylight. For Freight or Passage, apply to MELOERS & Co., Agents.
 Hongkong, November 24, 1877. no26

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1877.

Authorized by Imperial Edict, dated the 2nd Day of the 9th Moon, of 111 Year of Kwong-Su, (Oct. 8, 1877.)

21,604,276.0.10 STOCK.

In Bonds of £100 EACH.
 Bearing Interest from 31st December, 1877, the first Coupon of £1.6.8 being payable on 28th February, 1878, and Coupons of £4 being payable thereafter on 28th August and 28th February in each year, until 14th June, 1884, when the last Coupon of £2.6.8 will be payable.

The Bonds are redeemable at par within seven years (1884) by half-yearly drawings.

PRINCIPAL AND INTEREST PAYABLE IN LONDON, HONGKONG AND SHANGHAI.

PRICE OF ISSUE 98 PER CENT.

THE HONGKONG AND SHANGHAI BANKING CORPORATION, 31, Lombard Street, London, as Agents for the Chinese Government, hereby invite Subscriptions for £1,604,276.0.10 of 8 per cent. Bonds at the issue price of 98 per cent. payable as follows:—

£10 per cent. on application.
 48 " " 15 days after allotment.

48 " " 15 days after allotment.

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48 " " 15 days after allotment.

To-day's Advertisements.

dispatch from the British Consul at Shanghai, dated 20th October, 1877.

The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the Ports of Shanghai, Canton, Ningpo, and Hankow—the four Ports which have the largest Customs' Revenue of the Empire—to the extent necessary for the due payment of interest and repayment of principal of the said Loan.

The total Customs' Receipts at the Ports named for the past three years have averaged £2,005,500 per annum, and the total Customs' Revenue for the same period at all the Ports in China has averaged £3,660,000 per annum.

The indebtedness of the Imperial Government only amounts to about \$700,000, of which about \$250,000 mature next year. The amounts of the outstanding Loans and the proposed Loan are therefore, together, only £2,200,000, or about two-thirds of one year's Customs' Revenue. The payments both of interest and principal on account of outstanding Loans have been duly and punctually met by the Chinese Government.

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai Banking Corporation of Customs' Bonds, signed by the Chinese authorities of the respective Provinces in which the Ports referred to are situated, and by the European Commissioners at the same Ports, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received, in case of need, in payment of Chinese Customs' Duties.

The Customs' Revenue available to meet these obligations, and for which they are specially charged, is £3,100,000 per annum.

Certified translations of the official documents authorising the Loan, may be inspected at the office of the Hongkong and Shanghai Banking Corporation, London.

Applications in the annexed form, accompanied by a deposit of £10 per cent, will be received by the Hongkong and Shanghai Banking Corporation, 31, Lombard Street, London.

Applications from China, Japan, and Manilla will be received and forwarded by the Hongkong and Shanghai Banking Corporation. Those from the Straits Settlements and India to be sent to London.

Default in payment of any instalment at the due date will render all previous payments liable to forfeiture.

If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the amount due on allotment.

Scrap Certificates to Bearer will be issued against Allotment Letters and Bankers' Receipts, and Bonds to Bearer, when ready, will be exchanged for fully paid-up Scrip.

Forms of Application can be obtained of the HONGKONG AND SHANGHAI BANKING CORPORATION, at their offices in London, Hongkong, and Shanghai.

Hongkong, 24th November, 1877.

TO BE RETAINED BY THE BANKERS.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1877.

For £1,604,276.0.10 STERLING.

No.....

To THE HONGKONG AND SHANGHAI BANKING CORPORATION.

I request that you will allot me £.....

of Bonds of the above Loan in accordance with the Prospectus issued by you dated.....

.....upon which I have paid the Deposit of.....pounds, being at the rate of £10 per cent., and I engage to accept the said Bonds or any less number you may allot me, and to make the remaining payments thereon in accordance with the Prospectus.

Name at full length.....

Address.....

Occupation.....

Date..... 1877.

BANKERS' RECEIPTS TO BE RETAINED BY THE APPLICANT.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1877.

For £1,604,276.0.10 STERLING.

No.....

Received this.....day of.....

1877, from.....

the sum of.....pounds, being a Deposit made on application for £.....

of Bonds of the above Loan.

For THE HONGKONG AND SHANGHAI BANKING CORPORATION,

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To-day's Advertisements.

FROM LONDON AND SINGAPORE.

THE S. S. "NEMESIS" having arrived, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of Messrs. Noar & Co., whence delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before Noon on Monday, the 26th Instant.

Cargo remaining undelivered after the 30th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by GYPHANT & Co., Agents.

Hongkong, November 24, 1877. no80

SHIPPING.

ARRIVALS.

Nov. 24, *Atalanta*, French man-of-war, 3389, Ouillet, Shanghai Nov. 19, 12 guns, 450 h.p.

Nov. 24, *Hailong*, British steamer, 277, J. C. Abbott, Tamsui Nov. 21, Amoy 22, and Swatow 23, General.—DOUGLAS LAFRAIK & Co.

Nov. 24, *Zamboanga*, Spanish steamer, 661, Aranguis, Haiphong Nov. 21, Rice.—RAMBROS & Co.

Nov. 24, *Belona*, German steamer, 789, F. Ahrens, Saigon Nov. 17, Rice.—Wm. PUSLAU & Co.

Nov. 24, *Atalanta*, German steamer, 784, Petersen, Mankong Nov. 15, Salt.—SIMPSON & Co.

Nov. 24, *Nemesis*, British steamer, 2000, John McKirry, London Oct. 8, via ports of call, and Singapore Nov. 17, General.—GYPHANT & Co.

Nov. 24, *Hieronymus*, British brig, 232, T. A. Koch, Chetoo Nov. 18, General.—LANDREIN & Co.

Nov. 24, *Jonian*, British barque, 373, Cave, Newchwang Nov. 18, Beans.—CHINESE.

DEPARTURES.

Nov. 24, *Peng-chow-hai*, for Canton.

24, *Emmy*, for Amoy and Manilla.

24, *China*, for Yokohama and San Francisco.

24, *Chesca*, for Cebu.

24, *Bemeralda*, for Amoy.

24, *Cheung Hock Kien*, for Amoy.

24, *Cassandra*, for Saigon.

CLEARED.

Ulrich, for Haiphong.

Elizabeth Nicholson, for Manila.

Hailong, for Coast Ports.

PASSENGERS.

Per Hailong, from Coast Ports, 20, Mr. Morton, 1 European and 50 Chinese.

Per Nemesis, from London, 5, Hon. and Mrs. Plunket and child.

Per Zamboanga, from Haiphong, 2 cabin and 1 Chinese.

Per Belona, from Saigon, about 50 Chinese.

Per Atalanta, from Mankong, 3 Chinese.

Per Hieronymus, from Chetoo, 8 Chinese.

Per Jonian, from Newchwang, 4 Chinese.

DEPARTED.

Per China, for Yokohama, 2 Steerage; for San Francisco, 2 Steerage and 112 Chinese.

Per Cassandra, for Saigon, 222 Chinese.

Per Emmy, for Amoy, 4 Chinese.

SHIPPING REPORTS.

The Spanish steamer *Zamboanga* reports: Strong N.E. winds with heavy head sea throughout the passage.

The British steamer *Hailong* reports: Experienced a brisk N.E. gale and high sea with clear weather to Amoy, and from thence to Swatow light easterly winds and clear weather. From Swatow to port fresh North-east and North-easterly winds and clear weather.

The British barque *Jonian* reports: Strong southerly and south-easterly breeze with rain to Shantung Promontory, from thence northerly gale with heavy misty weather and a high sea to Lamook Island. From the Lamooks to Hongkong moderate northerly wind and fine weather.

The British brig *Hieronymus* reports: Strong north-westerly breezes and dark cloudy weather throughout the passage.

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POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SWATOW.—
 For PERNAMBUCO, at 5 p.m., on Monday, the 26th inst.

For BANGKOK.—
 For DANUBIE, at 4.30 p.m., on Tuesday, the 27th inst., instead of as previously notified.

For PORT DARWIN & COOKTOWN.—
 For CHARLTON, at 2.30 p.m., on Thursday, the 29th inst.

MAILS BY THE TORRES STRAITS PACKET.—
 The S. S. *DIOMEDE*, will be despatched from Hongkong, on or about SATURDAY, the 1st December, with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Kappel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence for Southern Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

Hongkong, November 24, 1877. de1

MAILS BY THE UNITED STATES PACKET.—
 The United States Mail Packet *BELGIO* will be despatched on THURSDAY, the 6th December, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 P.M. Registry of Letters closes.
 2.30 P.M. Post Office closes.
 2.30 P.M. Correspondence for Japan, the United States, or Union Oceanic, only may be posted on board the Packet with Late Fee of 12 cents extra postage until

2.50 P.M. when the Mail is finally closed.
 Hongkong, November 23, 1877. de6

MAILS BY THE ENGLISH PACKET.—
 The English Contract Packet *GWALIOR* will be despatched with the Mails for Europe, &c., on THURSDAY, the 6th December.

The following will be the hours of closing the Mails, &c.:—

Wednesday, December 5th:—
 5 P.M. Money Order Office closes.

6 P.M. Post Office closes except the Night Box, which remains open all night.

Thursday, December 6th:—
 7 A.M. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M. Post Office closes except for Late Letters, Registry of Letters ceases.

10.15 A.M. Letters may be posted with Late Fee of 12 cents extra to Postage till

11 A.M., when the Post Office Closes entirely.

11.30 A.M. Letters (but Letters only, addressed to the United Kingdom via *Brindisi*, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 A.M., when the Mail is finally closed.
 Hongkong, November 23, 1877. de6

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES.—
 St. JOHN'S CATHEDRAL.—The Right Reverend Bishop Burdon; The Rev. E. Daves, Acting Colonial Chaplain. At 11 a.m., Morning Prayer, &c.

Military Service.—Rev. J. Henderson, Acting Military Chaplain. At 8 a.m., Morning Prayer, &c.

UNION CHURCH.—Minister, Rev. James Lamont. Morning Service, at 11 A.M. Afternoon, 6 P.M.—Divine Service in Chinese, 2-3 P.M. every Sunday, with communion on first Sunday of every month.—Rev. Dr. Eitel.

St. PETER'S SEAMEN'S CHURCH.—Rev. J. Henderson. Service at 5 P.M., every Sunday. All seats free. Morning Prayer and Communion on the First Sunday in each month at 11 a.m.

St. STEPHEN'S MISSION CHURCH.—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer.—Liturgy, Ante-Communion, and Sermon, at 11 A.M. Bible Class, at 3 P.M. Preaching, at 6.30 P.M. Holy Communion, 1st Sunday in Chinese month.

BERLIN FOUNDLING HOUSE.—Service in the German language, by Pastor E. Klitzke, every Sunday at half-past ten A.M., in the Chapel of the Berlin Foundling House, West Point.

MEMOS. FOR MONDAY.

Miscellaneous.

Notice of optional cargo per *Nemesis* to be given before Noon.

Shipping.

4 p.m.—*Peronia* leaves for Shanghai.

5 p.m.—*Zamboanga* leaves for Amoy.

General Memoranda.

TUESDAY, November 27:—
 Daylight.—*Hailong* leaves for Swatow, &c. Daylight.—*Pernambuco* leaves for Swatow.

THURSDAY, November 29:—
 Noon.—French Mail leaves for Ports of Call and Europe.

5 p.m.—*Charlton* leaves for Port Darwin.

FRIDAY, November 30:—
 Goods per *Peronia* undelivered after this date subject to rent.

Goods per *Nemesis* undelivered after this date subject to rent.

THURSDAY, December 6:—
 Noon

The usual fortnightly entertainment will be given at the Temperance Hall, Stanley Street, on Monday evening next commencing at 8 o'clock.

This case at the Police Court to-day was not of much public interest. There was one case in which a Chinaman was committed for trial for attempting to steal a coat, the property of a foreigner named Ryan. The Court rose before one o'clock.

In the course of the enquiry into the accident on board the *Yesso*, Mr Russell remarked that he believed the *Yesso* was for a long time running on the Coast under the name of the *Jesus*. Mr Stewart—or, we rather think, Dr Legge—noticed the Chinese characters one day, and had it brought to the notice of the owners, when it was altered.

Mr Russell said to-day that a paragraph had appeared in the local paper concerning the removal of the bodies of the sufferers by the recent accident. He said that he was not aware of any indecency having been displayed in their removal, but that of course in public calamities of this nature everything could not be attended to with the same precision as would be the case under other circumstances. But the authorities would no doubt make a searching investigation into the alleged indecency.

A tea meeting was held on Thursday evening at the Temperance Hall, when a number of the soldiers of the garrison as chose to attend were present. About 75 responded to the invitation. After tea the men were addressed by several gentlemen who were earnest for their welfare. The meeting was called together, we believe, with a view of ascertaining the opinion of the men with regard to inaugurating weekly prayer meetings, which it was decided to hold at the Hall every Tuesday evening. Several gentlemen addressed the meeting, which separated about 9 o'clock. The Rev. Mr Henderson presided.

In the Supreme Court to-day, in Criminal Session, before Sir John Smale, Henry Morton, late master of the British schooner *Onward*, pleaded guilty to having assaulted his wife and fired two pistol shots at her, thereby endangering life. The Chief Justice remarked that, as the prisoner had pleaded guilty, he would postpone sentence until a day to be fixed. This was a very serious and a very painful case, and one which required a great deal of consideration. He would have to read over the depositions; he wished to have the prisoner's wife before him; and while he desired to hear what Dr Ayres had to say regarding the treatment under which prisoner had been while in Gaol, he (the Chief Justice) would listen to any witnesses who could throw any light on the affair. He would also hear what the prisoner himself might have to say by way of mitigation of sentence, though he could not hear anything affecting his guilt. Sentence was accordingly reserved.

The French ironclad *Atalante*, with Admiral A. Véron, arrived from Shanghai this morning, and saluted, first the port and next the British Admiral. After these were responded to by the shore battery and H. M. S. *Audacious*, the usual visits were made and further saluting got through. The following are the *Atalante's* officers:—A. Véron, amiral; Charles Callet, capitaine de vaisseau, chef d'état-major, commandant; D'Abel Lébon, capitaine de frigate, commandant en second; Le Pontois, Le Bras, Lejard, Richard, and Bain de la Coquerie, lieutenants de vaisseau; de Kerillis-Calloch, de Verolère, Monvert, Lambert, and Dauriac, aspirants de marine; Lucas, médecin principal; Ohéroux, médecin; Mosser, commissaire de division; Mongin, médecin principal. The Admiral's staff, in addition to Captain Ouliet, are—Maesens, capitaine de frigate, aide-de-camp; Véron, lieutenant de vaisseau, secrétaire; Ferré de Peroux, aspirant; de Gislain de Cernay, aspirant; L'abbé Lichon.

An inquest was held at Wellington Barracks on the body of Abdoolah Khan, a Gun Lascar, who died suddenly yesterday afternoon, before James Russell, Esq., Coroner, and the following Gentlemen as a Jury:—Messrs J. N. Lemke, Selmuud, and Beermann. Sutarnam, a corporal of the Gun Lascars, declared, said he knew the deceased, and last saw him alive yesterday morning about 4 past 10 o'clock. He was then on duty near the Macgregor Barracks. He was posted at 10 o'clock. Deceased complained of a pain in his heart, and said he could not stand. He was taken into the guard-room, and began to cry out. Witness sent him to the Hospital. Another Gun Lascar said he took the deceased to the Hospital, but that deceased died on the way in a chair. Dr Charles Pollock, examined, said that he was Staff Surgeon and saw deceased brought to the Hospital about half past 11 o'clock yesterday; deceased was then dead. Witness made a post-mortem examination there were no marks of violence on the body, which was that of a well-nourished man. He made an examination of the brain and found a large quantity of fluid; which was the immediate cause of death. The heart was also diseased. The Jury returned a verdict of death from natural causes.

INQUEST.

The adjourned inquest on the bodies of the persons who met their death by the explosion on board the S. S. *Yesso* on Thursday was resumed to-day at the Magistrate's Court. Mr W. H. Brereton was again in attendance to watch the enquiry on behalf of the owners.

Captain Samuel Ashton was further examined. He said: The depth of the hold from the passengers' tween deck to the bottom of the hold is about 14 feet; the width of the beam in front of the boiler is about 24 feet. I will make the exact measurement of the cubic contents of the forehold; roughly I should estimate it to be from 150 to 200 tons of 40 cubic feet to the ton. There is a bulkhead dividing the forehold from the rest of the hold, but it is a very open one and the steam could easily get through it. When the steamer arrived in any port it was usual for all the engineers to be on duty. They were so on this occasion; there were three engineers; the second engineer's name was John Haggart, a native of Scotland, and his age was thirty-one. He got scalded on the morning of the accident, and died about 4 past 12 o'clock. The first I knew of his having been scalded was seeing him running aft; he was one of the first I saw him on the after part of the deck close to the main hatch. He showed me how he was burnt, and I called for oil and took him into the cabin and handed him over to Doctor Rogers, who was a passenger from Foochow. I asked deceased where he was at the time of the explosion and he said he was down in the fore-room superintending the drawing of the fire. I asked him how he escaped, and he said he rushed up the ladder. The evidence of one of the firemen yesterday leads me to believe that he was one of the first to get on deck as the ladder was close to where he was described as having stood. I asked him what steam was on the boilers at the time and he said about 14 lbs. There is a gauge down below, but it is a gauge that he would not have judged by. I don't know how he knew the pressure unless he learnt it from some of the other engineers. It was about two hours after the accident that he gave me this information. I asked him how he accounted for the explosion; his answer was "God knows, I don't."

By a Juror:—I do not know the difference between the steam gauges in the engine-room and fire-room. Examination continued.—I cannot say anything certain about the difference in the gauges, but I only know the engineers do not go by the one below. I know nothing of the water gauges. I know, of course, there are water gauges. I thought the engineer was not in danger, but the Chief Officer told me shortly before he died that he was wandering in his mind. He was sleeping very pleasantly at 7 o'clock. About 12 o'clock (midnight) the Chief Officer came to my room and said he feared the Second Engineer was dead. I went below and found he was still warm, but I could not perceive that he was breathing. I questioned the 3rd Officer, who had been watching him.

By a Juror:—I do not know if the engine-room is on duty till the steam is blown off. I suppose they do.

Continued.—Twelve of the firemen were injured and three escaped. The fire-room staff consisted of one head fireman, two others, six ordinary firemen, and six coal passers. The Malay who was injured was stored-keeper of these men, three escaped; they were not in the fire-room, but were about the engines. The twelve injured men were taken away to the Hospital. I have got their names on the articles. (Corrected.) There were thirteen injured and only two saved. I only give this information from hearsay. The Malay who was injured went to the hospital; I have not seen his body. The two men who were found dead in the fore-castle did not belong to the ship's company. One of them, I believe, a cook belonging to the S. S. *Namoa*, and there was a fireman's cook on board. I am not certain of this, as he would not appear on the articles. The ship's company consists of Captain, three deck officers, Chief engineer, two assistant engineers, steward, second steward, pantry boy, cook and cook's mate, carpenter, sorang (a Malay), four quarter-masters (Malays), twelve Swatow deckmen, a Chinese comprador, three Malay sailors, two topazes (men who clean knives &c.) and two handbills (cooks for the crew); these with the thirteen firemen and others, compose the ship's company. Besides these there are seven officers' servants; these comprador's assistants giving total of sixty-three souls all told. I have known the late Second Engineer about two years; he came from home on an agreement; his agreement had just expired, and I believe it was his intention to re-engage. He was, I consider, a steady, careful, sober man, and a skilful engineer. He has served the whole of his time on board the *Yesso*. I took charge of the *Yesso* in the Autumn of 1866. Before I gave up the command of the *Yesso* in 1874 she underwent extensive repairs, amounting to a total cost of \$60,000. She was fitted with new boilers; this was in the month of April or May 1874. Captain Cairns brought the *Yesso* out from New York. She then belonged to Messrs Dent & Co. I took command of her before she changed hands. She had the same boilers from the time she came out until 1874, but they were repaired, I think during 1869 or 1870. I do not know anything of the nature of the iron of the present boilers. The old boilers, with these repairs, lasted nine years. The present boilers were made by the Hongkong and Whampoa Dock Co., and are supposed to be exactly the same in thickness of metal, construction, and size as the old ones. They have undergone no repairs since 1874, except the usual small repairs which are necessary to all boilers. The boilers were constructed under the superintendence of Mr Brockat. He is not here now. Mr Stevens, the Company's present boiler-maker, was, I believe, in the Company's employ at the time. The boilers are, I believe, examined every voyage. They are not subjected to periodical official examination. I believe it is customary to have an official examination of boilers of steamers sailing out of England; but there is no such rule here. The Chief Engineer is responsible for seeing that the boilers are kept in good repair. If the boilers require repairs to the extent of say \$15 or \$20 he is allowed to have them done at once, but if they require more expensive repairs, he has to report it to the Captain, who applies to the office to have the work done. There have been no reports made with reference to the *Yesso's* present boilers. I believe that in England and Australia there is a

requirement of the Board of Trade that steamers' boilers and machinery should be officially examined every six months. This rule applies to all passenger steamers. By a Juror: The *Yesso* was not re-classed in 1874. She is not in Lloyd's books at all; she is in the American Lloyd's. The classing of a ship has nothing to do with her machinery. By Inspector Grimes:—It was never brought to my knowledge that the steam boiler was forward of the starboard boiler; the forward and the starboard boiler were corroded. Mr Gilles and Mr Robb made an inspection of the boilers after the accident. They did so by request of Messrs Douglas, Lapralle & Co. It was the duty of the Chief Engineer to report to me if it came to his knowledge that the boilers were corroded. Any of the other engineers would report to the Chief—that is, if it was corrosion requiring attention. I am not aware of any corrosion having been discovered by the Second or Third Engineers, and reported to the Chief.

By Mr Brereton:—It was a rule of Messrs Douglas Lapralle & Co. that the boilers and machinery should always be kept in first-class order. I know it is the rule of the board of all the ships to have the boilers cleaned out every voyage. When I was Marine Superintendent, the Chief Engineer used to report to me verbally every voyage on the state of the machinery, of course including the boilers, and handed in a written report of the number of hours under steam, consumption of coal, &c. The reports were all favorable. The Chief Engineer of the *Yesso*, Mr Bernard, is very steady and attentive to his duty. I never had occasion to find fault with him. He has been Chief Engineer of the *Yesso* since 1865. He came out in her as Second Engineer. He holds no certificate; he is an American; they do not give certificates there. The Third Engineer's name is King; he joined the *Yesso*, on 1st, last May. He holds a certificate, but I do not know for what class. His conduct has been good.

By Inspector Grimes:—I do not think it is necessary for Chief Engineers, in British steamers on the Coast of China, to hold certificates of competency. It is the rule at home, but not here. Mr O'neagh remarked that he thought the rule was universal, and applied to all British ships wherever they might be. The Coroner said he would refer to the Merchant Shipping Act.

By Mr Brereton:—No accident has happened on board the *Yesso* previous to this. William Young Hunter, Chief Officer, was next called. I have been in the *Yesso's* Chief Officer since Oct. 1875. We left Foochow on Sunday, the 18th November; we took in 47 Chinese passengers from Foochow to Hongkong. When we left Foochow about 12 of them were in the forward tween decks and the remainder aft; and on arriving at Amoy some of those forward went aft. We had some passengers from Foochow for Amoy but none for Swatow. At Amoy we took in seven more passengers for Hongkong. We took in one hundred and eighteen more at Swatow for Hongkong, and one European deck. A number of these, (about 60 or 65), were on the upper deck, and the bulk of the remainder were in the forward between decks. I should say about forty, and about twenty aft. I cannot say how many of the Foochow and Amoy passengers were down forward. There were some, amongst them, but I cannot say how many. Children are carried free and are therefore not counted; there might have been six children. No list is kept of the names of the Chinese passengers. There is no difference in the fare forward and aft for Chinese. All the Foochow and Amoy passengers had tickets and about seven of the Swatow men paid on board. We left Swatow about 4 past 8 o'clock on the afternoon of Wednesday, arriving here on Thursday morning at about 4 past 7 o'clock or 25 minutes to 8. We had three European cabin passengers, and one European deck. The saloon passengers had their servants with them but they were not counted as passengers. (At this stage the enquiry was adjourned till a quarter past two o'clock.)

On resuming the Chief Officer was further examined. The steamer was alongside a coal pier on the wharf superintending, making the coals fast, and was going on board when I heard an unusual sound of steam. I ran back about five yards on to the wharf and stopped there to see if anything else was going to occur. I remained there about two minutes and then went on board and met a number of Chinese rushing on shore. I ordered the doctor's flag to be hoisted immediately, which was done. The gangway had been put on the ship about five minutes and I think a great number of the passengers who were on the main deck had gone on shore, because on my going on board again I found all the luggage had gone from the deck. It is usual for the passengers to leave the ship as soon as the gangway is put on board; I saw a number of coolies come on board, both from the wharf and sampans. As soon as the doctor's flag was hoisted I went to Messrs Lane, Crawford & Co.'s store and ordered them to send as much oil on board as they could. I then started to put oil into the forward tween decks, and found about twenty injured people, and four or five around the hatch quite dead. The hatch appeared to have been lifted up and fallen back again into its place. It is formed of four pieces resting on a piece of wood running fore and aft. The hatch was locked down with iron bars; there were two such bars. On the top of the hatch there were two plants about 8 feet by 6, which are used for protecting the deck when we are discharging cargo, and on top of all a dentist's chair belonging to Dr Rogers. The hatch was off, but the cargo boards were on, as if they had fallen back into their place. I did not see the Second Engineer for some time after the accident. I keep a log; we made about 10 to 10½ knots an hour from Swatow to Hongkong; this is about the usual average speed. We did not try to get in early. I never heard any of the engineers make any remarks concerning the boilers.

By a Juror: I have had no conversation with any of the engineers regarding the accident. Dr George O. Rogers was next examined. I am a dentist surgeon practicing at Hongkong and the Coast Ports of China. I have a knowledge of surgery generally, our course of training comprised anatomy and surgery, but my diploma does not entitle me to practise as a surgeon. I was a passenger board on the S. S. *Yesso*; we got into port shortly before 8 o'clock. We were alongside of the wharf about 5 minutes when I heard an explosion followed by a fearful shock. Captain Ashton ran out

on deck and I followed immediately after him. The Chinese were rushing aft; there was a regular stampede. These people were evidently people from the upper deck and as they were not injured. The gangways were so thronged that I thought it unsafe to attempt to escape, so I ran aft with my wife thinking that the safest place. When I thought there was no further danger I went forward again and the first man I saw coming rushing out of the steam was the Second Engineer. I was then standing about half way between the saloon door and the gangway. I examined him and the outline of his hands was completely removed, the outline of the palm of one hand was rolled up in the hand. He went to Capt. Ashton first, and Captain Ashton then asked me to take care of him. Captain Ashton then ordered oil and I ordered him. The second engineer was taken into the saloon, and I dressed his wounds. He complained of his back being burnt. I undressed him and found the outline of his knees entirely removed. He had on two pairs of trousers and I took off one and replaced the other. I then took off his shirt, and found his back burnt. I thought not badly at the time. There was a triangular piece of outline about three inches long on the centre of his back. I thought he was not burnt badly because below the waist he had on trousers that were not burnt at all. I soaked his back with oil, and the wounded part close to his shoulders and securing it with a bandage. I then found that both of his arms were blistered, the skin was not off. He told me that the reason his face was not burnt was because the blast first struck him in the face, and wishing to protect his face he turned his back to it. I had him wrapped in a blanket and put him in bed. I afterwards found that he was burnt around the neck, and I poured oil on it and put a piece of lint on it but did not secure it. He told me, in reply to a question I put to him, that he had not the slightest idea what the matter was when he was below in the fire-room. The Third Engineer came in and said the end of the boiler had blown out. The Second Engineer then said what was the pressure. I believe the exact words were "where were you at the time?" and the Third Engineer said something in reply, but the exact words I cannot remember, but I understood him to say that he was in front of the clock at the engine-room. The Second Engineer then said "What did it indicate?" and the reply was less than 14 lbs. The Second Engineer appeared to be surprised that the accident occurred with such little pressure. He seemed to know nothing about the matter of his own knowledge. He made no reference to the steam gauge below. I am perfectly certain this was the tenor of their conversation. I was very busy at the time so did not hear anything further. I returned at 12 o'clock and saw that the bandages were in their places; I did not move him to look at his back. I thought the man would recover and told him so, but I do not remember telling Dr Adams so. Dr Adams and myself looked at his pulse and tongue, and they looked in their normal condition. The enquiry was then adjourned till Monday morning the 26th at 10 o'clock.

SUPREME COURT.
IN ORIGINAL JURISDICTION.
(Before His Honor Mr Justice Snowdon, with a Special Jury.)
Nov. 24, 1877.

HERNSHEIM AND ANOTHER v. W. H. FORBES, EXECUTOR OF THE LAST WILL, &c. &c. CROSS-ACTION.

The Attorney General, the Hon. G. Phillips, instructed by Mr Brereton, appeared for Mr Forbes and. Mr Hayler, Q.C., instructed by Mr Denys, appeared for Messrs Hernsheim & Co. The following are the Special Jurors:—Messrs W. B. Landstein, A. Newton, Thos. Jackson, J. H. Scott, A. McE. Heaton, A. Coxon, and G. E. Thomson.

His Lordship proceeded to sum up this case to the Jury to-day. He said it was very convenient to try the two cases together as the facts were the same, although the claims were distinct in themselves. He would sum up the case to the Jury now, and after the observations he had to make to them, they would have to give their verdict first in suit No. 27 and then on suit No. 29, the one for damages. His Lordship then stated the facts of the first case, and then read a portion of the contract. The first important question to be decided was what was Capt. Cairns' position in regard to this contract—whether he was acting for Mr Hernsheim or merely as Lloyd's surveyor in the construction of this vessel. His Lordship then went into the different items in the claim for extras, observing that as regards the charge for workmen for making the false keel, that Mr Hernsheim set up a special agreement, that he was told by Mr Cook that he was to be charged only the cost price of the material used, while Mr Cook said the understanding was that Mr Hernsheim should pay the cost for this false keel, and that the charge for the workmen was an item of cost. The Jury had therefore to give their opinion as to which version was the correct one. As to the other items not admitted by the defendant, Mr Hernsheim contended that they were not ordered by him and that they were necessary according to Lloyd's rules under which the vessel must be built. On the other hand Mr Cook said they were put in with Capt. Cairns' sanction. As to the stringer, it was required by Lloyd's rules; and His Lordship thought it extraordinary that it should have escaped the attention of both the builder and Capt. Cairns, and if the Jury thought it was a necessary thing to be put in, it was not fair to charge the defendant with the cost of putting it in. As to the wooden sealing, Lloyd's rules were silent as to whether it should be of wood or iron, but Mr Cook admitted that a casing should be water-tight. The question was who was to pay for these things; they had heard that a casing was absolutely necessary for the protection of the shaft. The next question was the alteration of the deck-holes. His Lordship quoted Mr Cook's evidence on the point, who said Mr Hernsheim had consented to the alteration. The next important item was one for \$1,005, for lengthening the vessel. The lengthening was done to increase the capacity of the ship, to give her finer lines and to ensure her speed, as Mr Cook said, but according to Capt. Cairns' evidence, it was in opposition to Lloyd's rules, the keel should not have been longer than what was specified in the agreement for a vessel of that dimensions. Other items of lesser importance were briefly gone into by His Lordship, when he asked the Jury to give their verdict as to what formed

extras for which the defendant was liable and what were not. The Jury then retired, and after an absence of nearly one hour, they came into Court with the verdict for the following items, besides those admitted by the defendant:—
Items Nos. 8, 9, 11, 12, and 16, \$431.17
No. 32, 3.26
No. 18, 55.52
No. 19, 325.50
For Deck-houses—difference in price for constructing one and two houses, 200.00
Gauge and union cook, 25.00
Less for Compass, which will have to be returned, 95.00
Total, \$945.85

The following items are those disallowed by the Jury, Nos. 14, 15, 17, and 20, \$742.30
" 23 to 30, 33.02
" 27 to 31, 75.11
" 44 to 47, 39.93
For extra length of vessel, 1,008.00
Total, \$1,993.39

The plaintiff's (Forbes) total claim was for \$3,673.53, of which the Jury has disallowed \$1,993.39.

Hernsheim & another v. Forbes.

His Lordship then summed up this case to the Jury. He said this was a claim for damages as set forth in the petition of which he read a portion. The defendant had contracted to build a steamer for the plaintiffs which was to be completed in five months, with a penalty of \$40 for every day's delay. The chief item of the claim was in respect of this delay, the vessel not having been completed till the 19th October last, while the contract time expired on the 8th May. As to the claim for loss of profits from not having the use of the vessel, His Lordship ruled that it was too remote to be entertained. The claim for wages for the master and engineer engaged for the vessel, and Mr Hernsheim's expenses here, they were fair items for the Jury to consider. And as to the item for penalty, the Attorney General had raised a point of law that when the work was performed so as to delay the completion of the work, the penalty could not be enforced. This was a broad principle to go upon, as the question was how far the extra work interfered with the delivery of the vessel, and his Lordship had reserved the point; meantime they might assess the amount of damages subject to the decision on this point of law. His Lordship then drew the distinction between liquidated damages and penalty. In assessing penalty it was competent to the Jury to allow more or less than the amount specified, as it appeared to them to be proper. There was another item for damages for breach of warranty in reference to the speed of the vessel and her general construction. This also involved a point of law which his Lordship had reserved, but the Jury might consider what the plaintiff was entitled to, the base of estimate to be the amount that would place the vessel on the standard required. His Lordship then referred to the evidence on these items, adding such comments as the question under review necessitated.

The Jury retired, and when they came into Court, the Foreman announced that they were unanimous in one instance, and were not in another. They were unanimous that the penalty of \$6400 being at \$40 a day should be allowed, less ten days for the extra work, viz. \$8000
As to depreciation in value for want of speed, the Jurors are 6 to 1 against the claim being allowed. As to the claim for repairs to the boiler by the Hongkong and Whampoa Dock Company, the Jury were unanimous in allowing it, viz. \$344

Total, \$8344
The Foreman added that, in allowing ten days' delay for the extra work, the putting in of the false keel and raising the metal—the Jury considered the allowance a very liberal one, as the work could be done in 4 or 5 days.

Mr Hayler appeared for costs. The Attorney General thought these should be set off, each side winning one case. His Lordship said he would consider the question.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL,"
Hongkong, Nov. 24, 1877.
SIR,—After escorting two ladies nearly a mile to the Public Gardens last night I was disgusted, on arriving there, to have the lamps blown out in my face. The Governor is no doubt a paragon of moral excellence, and the community here a lot of brutes, still we can appreciate courtesy. Faithfully yours,
ONE OF THE BRUTES.

To the Editor of the "CHINA MAIL,"
Hongkong, Nov. 24, 1877.
SIR,—If Mr Hennessy cannot leave Hongkong with the blessings of the foreign population, he is evidently determined to carry off a big umbrella from the Chinese. I never felt despondent so much in the Government of this Colony as I did last night on seeing the Band, acting I presume under orders from Mr Hennessy, march out of the Gardens, leaving hundreds of the most respectable residents in the Colony there, who were as good judges of public decency as the occupant of Government House. Surely Mr Editor it is not for a Governor to thrust sack-cloth and ashes upon the residents of a British Colony.
Yours etc.

ANTI-HUMBUG.

To the Editor of the "CHINA MAIL,"
Hongkong, Nov. 24, 1877.
SIR,—I have passed many years in this Colony, and I have no hesitation in saying that such gratuitous discourtesy to this community as that offered by H. E. the Governor in forbidding the band playing last evening has never before been offered. A very general feeling prevails that in matters of this nature the public can judge for themselves. Perhaps a Government Gazette will inform us what the matter had to do with H. E. more than any other resident.
Yours,
S.

To the Editor of the "CHINA MAIL,"
Hongkong, Nov. 24, 1877.
SIR,—Some explanation is surely due from Government House of the extraordinary stretch of authority, by which the entire community were inconvenienced last night and Colonel Dickins and the Officers of

H. M. 28th Regiment most shamelessly insulted.

Since the Regiment arrived in Hongkong the Officers have not only shown a willingness, but an anxious desire, that the public should have as many opportunities as possible of enjoying performances by their splendid Band, and it is a very sorry acknowledgment of their kindness that H. E. the Governor should treat them with such inconsiderate rudeness as that from which they must have suffered last night. The performance by the band, so inopportunistically interrupted, was publicly announced several days since, and if there were any reasons which induced H. E. to think that it should not take place, it would surely only have been courteous, as early as possible, Colonel Dickins should have received a note, intimating the decision. His Excellency, however, instead of adopting this most obvious course, permitted the Band to be marched to the Gardens and served his inhibition to the Bandmaster was raising his baton, and without previous communication with the Commanding Officer.

It has been suggested that the dreadful accident on board the *Yesso* was the reason for this peculiar conduct. We all deplore the sad event, and sincerely sympathize with the poor sufferers, but if the suggestion is well founded, I have no hesitation in characterizing H. E.'s action as an exhibition of heroic sentimentality that is ridiculous.

VINDEX.

The Straits.
(Straits Times.)

Messrs. Hinckel & Co., agents to the Spanish line of steamers, have received from the owners of that line, a handsome drawing room clock, a pair of vases, and a plated tea and coffee service for presentation to Captain Moppett, of the steamer *Zentan*, in recognition of the services rendered by him to the passengers of the steamer *Gloria*, after the wreck of that vessel at the Natunas.

Mr John A. Candage, second mate of the wrecked American ship *Granger*, of Batavia, reports as follows:—

"Left Liverpool on the 29th June 1877, bound for Manila, laden with coal. Had a good passage to Java Head. On the 25th October at middle watch, ship struck on Swallow Shoal in the China Sea. Stood by the ship till the 27th and finally left the wreck on the 27th October; the ship had then 17 feet of water, Captain going in a long boat with 8 men and his wife, chief officer and 7 men in the quarter boat and myself and 8 men in the starboard quarter boat. Laid near the ship until she sank at 12 a.m. At 1 p.m. on the 28th October, sighted a barque on port tack and gave chase to her; abandoned the chase about 5 p.m. after having fired guns and made signals. On the 28th part of company with the Captain and mate's boats, which were provisioned for 14 days and feel confident they have been picked up by some passing ship. Reached Labuan on Sunday, the 4th November, nine days after abandoning the wreck, and learned nothing of either the Captain's or the mate's boats. On arrival at Labuan, reported the wreck of the *Granger* to the Master Attendant, who provided us with passages to Singapore on board of the British steamer *Clador*, and reached Singapore on Sunday the 11th instant. The *Granger* was owned by Messrs. Sewell & Co. of Bath, was of 1,600 tons, and commanded by Captain Dore."

The *Batavia Handelsblad*, of the 2nd November, contains a letter from the East coast of Sumatra stating that matters there have lately changed greatly for the better and that the minds of people are calmer; the Chinese coolies having found out that they can no longer be freed from their engagements by merely running away and working lazily for 12 hours on the public roads. The Government has also seriously taken in hand the improvement of the police force there, and that of other departments.

Quotations.

Hongkong, November 24, 1877.

OPIMUM.—New Patna, cash, \$665
" credit, " "
" Old Patna, cash, None
" credit, " "
" New Benares, cash, 620
" credit, " "
" Old Benares, cash, None
" credit, " "
" New Malwa, cash, 690
" credit, 690
" Allowance Teal, " "
" Old Malwa, cash, 690
" credit, 690
" Allowance Teal, " "

Exchange.

Bank, on demand, ... 8/10
" 30 days' sight, ... 8/10
" 6 months' sight, ... 8/11
Credits, ... 8/11
Documentary, 6 months' sight, 3/11
Bombay, demand Rupees, ... 222
Calcutta, ... 222
Shanghai, demand, ... 784
" 30 days, ... 784
Bar Silver, 17, dwts. 2, ... 10 %
Sycee, ... 1 p. a. pm.
Mexican, ... 26.20
Gold Leaf, ... 6.08
English Sovereigns, ... 6.08
Australian Sovereigns, ... 6.08
Discount, ... 8 a 10

Shares.

Hongkong Bank, 57 prem.
Union Ins. Society of Canton, \$1,100
China Trade Insurance Co., \$2,800
Chinese Insurance Co., \$350
Yangtze Ins. Assn., \$140
North China Ins. Co., \$140
H. K. & W. Dock Co., \$175
China Fire Ins. Co., \$175
H. K. & W. Dock Co., 10 dia.
H. K. & W. Dock Co., 20 dia.
Shanghai Steam Navigation, \$140
Hongkong Gas Co., \$75 %
Hongkong Hotel Co., \$80 %
Chinese Imperial Loan, \$104 10/.

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

Hongkong, November 24, 1877.
Barometer—9 A.M. ... 30.284
Do. 1 P.M. ... 30.290
Do. 4 P.M. ...
Thermometer—9 A.M. ... 66
Do. 1 P.M. ... 71
Do. 4 P.M. ...
Do. (Wet bulb) 9 A.M. 64
Do. Do. 1 P.M. 68
Do. Do. 4 P.M. ...
Do. Maximum ... 71
Do. Minimum over night, 63

Portfolio.

BIDE A WEE, AND DINNA FRET.

Is the road very dreary?
Patience yet!
Rest will be sweeter if thou art weary,
And after night cometh the morning cheer,
Then bide a wee, and dinna fret.

The clouds have silver lining,
Don't forget;
And though he's hidden, still the sun is shining;
Courage! instead of tears and vain weeping,
Just bide a wee, and dinna fret.

With toil and cares unending
Art beset?
Behold these how the storms from heaven descend—
Snap the staff oak, and the willow bending,
And bide a wee, and dinna fret.

Grief sharper stingeth doth borrow
From regret;
But yesterday is gone, and shall its sorrow
Unfit us for the present and the morrow?
Nay; bide a wee, and dinna fret.

An over-anxious brooding
Doth beg;
A host of fears and fantasies deluding;
Then, brother, lest those demons be intruding,
Just bide a wee, and dinna fret.

—S. E. G., in *Letsure Hour*.

PRIDE.

I had a little rosebud given to me,
I dropped it as I wore it one fair day;
I would not turn to seek it—no; for then
"Twere plain I prized it!—so I went my way.

I had a love that made my life a joy,
It seemed to falter one bright summer day;
I could have won it back with but a smile;
I would not smile, and so I went my way.

O pride, thou stealest our most treasured things,
Things which to gain we'd risk all else beside;
Lost, lost my rosebud, lost my love, alas!
I might have found them but for thee, O pride.

DELAYS.

Shun delays, they breed remorse;
Take thy time while time is lent thee;
Creeping snails have weakest force;
Fly their fault, lest thou repent thee.

Good is best when soonest wrought,
Ling'ring labors come to naught.
Hast up sail while gale doth last;
Time and tide wait no man's pleasure;
Seek not time when time is past,
Sobor speed is wisdom's treasure.

After-words are dearly bought;
Let thy fore-will guide thy thought.

HABIT.

It is the easiest thing in the world to acquire a habit, but when acquired it is the most difficult thing possible to get free from it; and, strange as it may appear, bad habits are indubitably more easily acquired, and more determined in sticking to one, than any that may be called good. We seem to slide into bad habits intuitively—there is no trouble about it, no burning the midnight oil—no study requisite; they are acquired with the most consummate ease conceivable. We are told that it is a good habit, to get up early in the morning. Getting up early in the morning is beyond all possible question a habit, and very possibly a good habit, but it is a habit that many worthy persons find by no means easy to acquire. How much easier it is to acquire the habit of staying in bed late!

There is no difficulty about that! What a famous hand our much-venerated friend Dr. Samuel Johnson was at late-rising. He proverbially made his first appearance from the sanctity of his bed-room when the great majority of his work-a-day contemporaries had done a very fair day's work. He like many more of us, had acquired the habit of going to bed early in the morning and getting up late. He could not be brought to believe in that pretty little fable of the early bird like Dunderberg, he could not help thinking about the stupidity of the worm. Look at another habit of the old lexicographer—I mean the scrupulously showed in tapping with his cane every post down Fleet-street, on his way home. Some habits are productive of anything but beneficial results. Sobriety, we all know, must necessarily be productive of good—certainly conducive to health; yet, how easily a man may get into the habit of drinking more than is good for him! That "drinking" is a habit and a pernicious habit it carried to anything like excess, will not be denied for a moment, and that it is a habit that grows in its intensity with prodigious rapidity and ease, is also unquestionable. It is somewhat extraordinary that so many men of brilliant parts should have acquired this habit, and, having acquired it, should have lost their power of intellect, have failed to free themselves from it. Smoking, again, is a habit pure and simple, and a peculiar habit when one comes to consider it. No person ever liked tobacco the first time he tried it—no, perhaps nine-tenths of the individuals who indulge in the luxury of smoking, were made ill by the first pipe or cigar. But when the habit is acquired—when one gets accustomed to the potent and insinuating influence of tobacco, it holds on to one pertinaciously—perhaps there is no habit more difficult to get free from, except opium.

THE RETREAT FROM THE SANJKA LOM.

(From the Special Correspondent of the "Standard" at the Turkish Head-quarters.)
SARAJEVO, Sept. 27.

As I intimated in my last letter, a renewal of the attack on the Russian positions had been decided on by Mehmet Ali, and we were expecting to be witnesses of a conflict on a much larger scale than that of the preceding Friday. But orders were received from Constantinople which I believe put a veto on any further movement in that direction. As it was impossible that Mehmet Ali should remain inactive in front of the enemy who was close to his own base, while the Turkish army was exposed to have its line of communications interrupted by a sudden turn of the weather, a change in the position of the army was decided on late on Monday. About six in the evening notification was sent to the Austrian, German, and Hungarian correspondents who remained at Kopatz to leave for Ragatz, and to ensure their compliance they were furnished with an escort of cavalry under an officer, with whom they left at eight the same night. Myself and colleagues had evidently been forgotten, and received no official intimation of a similar

action. When I reached Ragatz, I found the village crowded with soldiers, refugees, and wounded men, and the atmosphere of the morning was a stifling one in the darkness. In our entanglement, we were taking possession of a small hamlet. We had hardly lighted a fire when we were disturbed by the sudden appearance of a quiet night. The appearance of the wife of the proprietor, a lady, who, with her face pale, walked, hesitated, and then came forward, and refused to be comforted. The husband soon brought her away, and she, accompanied by a number of soldiers, appeared on the ground, and after they had all individually and collectively had their say, I managed to elicit the fact that the lady was in fear that we should set our horses to eat into her stock of wheat, which was the only family had to depend on for the winter. On my representing to her that it was not the correct thing for a lady in Turkey to be among so many strange men, and requesting that she would send some male of the family, with whom I could treat on a more equal footing, besides assuring her that the presence was not a matter of great consideration, she precipitately retired, leaving her big son as deputy, with whom, amiable relations were shortly established. Wood and dry straw were soon forthcoming, with which to cook our supper and provide for the night. There was no need for the early village cooks to rouse us from our slumbers. I was early on foot, and as soon as the methodical Turks who composed my staff could be got in motion was on the way to Schemla. On the road to Baki-Djuma I again overtook and passed crowds of unhappy fugitives, shivering in the early morning cold, which, in consequence of a north wind, having set in, had increased. In spite of the bad state of the roads I reached Schemla after eight hours' travel, and rejoiced to be once more able to "turn in" to a comfortable bed; after a fortnight's attempt at repose amidst the myriad insect life to be found in deserted Bulgarian villages.

There is a subject to which I must briefly refer, as it has become a standing joke from the frequency with which it has been repeated of late; it is the ill-fated victory which Ahmed Kaimash Pasha, commander of Rastchik, announced over the Russians near Kozluk. If his telegram was to be believed, the army of the Chakravarti was by this time entirely "used up," or else his men are situated with some miraculous power of revivification. I have long ceased to believe in the stories of the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube flotilla, but having failed to annihilate the Russians on the water he has taken to the telegraph as a more ready and safer means by land. In connection with Rastchik, I have noticed frequently in the English journals descriptions of the siege of this fortress. Now, since the Russians crossed the Danube there has never been an hour's interruption to telegraphic and every other kind of communication with the place. The railway has been cut, but during the past fortnight, since the advance of the army, trains have been running daily to the station nearest the town, and large quantities of ammunition and other requisite supplies thrown into the fortress. Equally ridiculous are the statements of the brilliant exploits of Prince Hassan and his contingent in the Dobrudzha. Seeing that correspondents have been steadily telegraphing for more than a month back the Prince's presence with the forces under Mehmet Ali on the Lom, news of the sort makes one wonder where people's eyes are. The only move lately made by the enemy in the direction of the Dobrudzha was thirty days ago, when they sent out a considerable party; after gathering some booty with which they were returning to Medjidia, on the Kuntendi-Teheran road. Baku, they were overtaken by a party of cavalry sent from Fravady, and put to flight, with the loss of all their plunder and several killed.

The question of the armament of the Turkish army is one of so much interest at the present moment, when its superiority over that of the Russians has been conclusively demonstrated, that I wish to draw the attention of the Turkish authorities, if possible, to this important matter. While the armaments of the Turkish army are still armed with old-fashioned muskets, while the rifles are of the most inferior quality, while the artillery is of the most antiquated type, it seems the height of folly to set in this way, for the new Russian regiments are armed with the most modern weapons, and the old ones, many of which are defective in the hands of the cavalry and Circassians, but not a few are to be seen among the mounted Bash-Bazouks.

Late last night a further despatch was received by Rastchik from Constantinople, and, as I have said, the day of Baki-Djuma, Osman, Bazar, and the Balkans. As this is not the route usually taken, I am rather inclined to think that his journey is more likely to be directed towards the Balkans, to look into the state of matters there. Another idea is that he is recalled to report on the conduct of affairs in this army, but if so there is no reason why he should take a long overland journey when he can reach the Bosphorus in less than twenty-four hours, via Varna. Of course there are as many opinions as there are persons to express them, but all are agreed that he has gone away on a mission of importance. Of the several Turkish generals I have met at head-quarters, Rastchik has impressed me the most favorably. He is of Circassian origin, speaks French exceedingly well, and also a little English; he is frank and courteous in his manner, and without the prejudices unfortunately so common with the untravelled Turk. I have already found him accessible and ready to lend a conversation on any point which I might wish to ask. A report from Mehmet Ali, in the only Turkish general of responsible position who I have found did not regard correspondents with anything like the same suspicion. It may be that this fact is prejudicial to the value of one's testimony; but there is no doubt that Rastchik is superior in many ways to the ordinary run of the

lions from Rastchik. As I pointed out, it is probable some modification has been made since we reached Rastchik, and the positions are both fair and good. The attack from the eastward, but is dominated by heights on the south and west. There is no cessation in the supplies of ammunition of every kind going to the front, proving that Mehmet Ali intends to be ready for either defence or attack. People in England, who entertain very hazy notions both of the geography and physical conditions of this country, can form no idea of the cold of the weather at the present moment. It is but ten or twelve days ago that we were all suffering from the intensity of the heat, and to-day I am sitting with my feet in a sheepskin rug, with a *brusar* filled with charcoal burning to keep the temperature something about the freezing point. If this is the advanced guard of the division of Generals January and February, I pity the poor fellows, both Russians and Turks, who will be called on to resist the approaching army of the Ice King. The Bulgarian houses are admirably constructed for summer habitations, but the tracks and crevices to be found round every door and window make them just a trifle too fresh and airy for winter residences.

THE MAN-EATING TREE OF MADAGASCAR.

The following description of this singular tree, found in the island of Madagascar, is copied from the *New York World*. It was originally published in the *East Graze and Walker's Magazine* of October, 1877.

Frederick, to whom the letter was sent, is a Frenchman, and the following is extracted from it: "The Mikoroa is a very primitive race, going entirely naked, having only faint vestiges of tribal relations, and no religion beyond that of the awful reverence which they pay to the sacred tree. They dwell entirely in caves hollowed out of the limestone rocks in their hills, and are one of the smallest of races, the men seldom exceeding 5 feet in height. At the bottom of a valley (I had no barometer, but should think it not over 400 feet above the level of the sea) and near its eastern extremity, we came to a deep, tarn-like lake, about a mile in diameter, the sluggish waters of which overflowed into a tortuous reedy canal that went unwillingly into the recesses of a black forest, jungle below, palm above. A path diverging from its southern side struck boldly for the heart of the forbidding and seemingly impenetrable forest. Hendrick led the way along this path. I followed closely, and behind me a curious rabble of Mikoroa men, women, and children. Suddenly all the natives began to cry 'Type! Type!' and Hendrick, stopping short, said 'Look! Look!' The sluggish, canal-like stream here wound slowly by, and in a bare spot in its bend was the most singular of trees. I have called it the *Orinda*, because when its leaves are in action it bears a strong resemblance to that well-known fossil the *Orinda* Hystron, or St. Onthelmy's beetle. It is now a tree, however, I will try to describe it to you. If you can imagine a pine-apple eight feet high and thick in proportion to its base, and denuded of leaves, you will have a good idea of the trunk of the tree, which, however, was not the colour of a pine, but a dark, dingy brown, and apparently hard as iron. From the apex of this truncated cone (at least two feet in diameter) eight leaves hung sheer to the ground, like doves along back on their hinges. These leaves, which were joined at the top of the tree at regular intervals, were about eleven or twelve feet long, and shaped very much like the American quiver or century plant. They were two feet thick in their thickest part, and three feet wide, tapering to a sharp point that looked like a cow's horn very convex on the outer (but now under) surface, and on the inner (now upper) surface slightly concave. This concave face was thickly set with very strong thorny hooks, like those upon the head of the beetle. These leaves, hanging thus limp and lifeless, dark green in colour, had in appearance the massive strength of oak. The apex of the cone was a round, white, cone-like figure, like a smaller pine with a large cone. This was not a flower but a receptacle, and there exuded into it a clear, brassy liquid, honey-sweet and possessed of violent intoxicating and soporific properties. From underneath the rim, so to speak, of the undermost plate a series of long, hairy, green tendrils stretched in every direction towards the horizon. These were seven or eight feet long each, and tapered from four inches to a half-inch in diameter, yet they stretched out stiffly as iron rods. Above these (from between the upper and under cup) six white, almost transparent, palmi reared themselves towards the sky, twirling and twisting with a marvellous incessant motion, yet constantly reaching upward. Thin as reeds, and frail as quills, apparently, they were yet five or six feet tall, and were so constantly and vigorously in motion, with such a subtle, sinuous, almost throbbing against the air, that they made me shudder in spite of myself with their suggestion of serpents slithering, yet dancing on their tails. The description I am giving you now is partly made up from a subsequent careful inspection of the plant. My observations on the occasion were suddenly interrupted by the natives, who had been shrieking around the tree in their shrill voices and chanting what Hendrick told me were prophetic hymns to the great tree-devil. With still wilder shrieks and chants they surrounded one of the women, and tried her with the point of their javalins, until slowly, and with despairing face, she climbed up the stalk of the tree, and stood on the summit of the cone, the palmi twirling all about her. 'Tiki! Tiki!' ('drink! drink!') cried the men, and stooping the drink of the viscous fluid in the cup, Hain instantly again with wild frenzy in her face, and convulsive shivers in her limbs. But she did not jump down as she seemed to intend to do. Oh no! The atrocious cannibal that had been so inert and dead came to sudden, savage life. The slender delicate palmi, with the fury of starved serpents, quivered a moment over her head, then, as if by instinct with demoniac intelligence, fastened upon her in sudden coils round and round her neck and arms; and while her awful screams and yet more awful laughter rose wilder, she was instantly strangled down again into a gurgling moan; the tendrils, one after another, like great great serpents, with brutal energy and intense rapidity rose, entwined themselves, and wrapped her round in fold after fold, and Hain was dead. The crowd of natives then, with a shout, came forward, and she was torn apart, and the body was thrown away. It was the first time that I had seen a human being killed by the tree.

Horrible murder. And now the great leaves slowly and stiffly like the arms of a tree, moved and shivered to the ground, approaching one another, and closed about the dead and hampered victim, with the silent force of an hydraulic press and the ruthless purpose of a thumb-screw. A moment more, and while I could see the bases of these great leaves pressing more tightly towards each other, from their interstices there trickled down the stalk streams of the viscous honey-like fluid, mingled horribly with the blood and oozing viscous of the victim. At the sight of this the savage hordes around me, yelling madly, bounded forward, crowded to the trunk, clasped it, and with cups, leaves, and tongues, got each one enough of the liquor to send him mad and frantic. Then ensued a grotesque and indescribably hideous orgy, from which, even while the convulsive madness was turning wildly into delirium and insensibility, Hendrick dragged me hurriedly away into the recesses of the forest, hiding me from the dangerous hordes and the brutes from me. May I never see such a sight again! The indescribable rapidity and energy of its movements may be inferred from the fact that I saw a smaller one seize, capture, and destroy an active little fawn which, dropping by accident upon it while watching and grinning at me, in vain endeavoured to escape from the fatal coils. With Hendrick's assistance and the consent of some of the head men of the Mikoroa (who, however, did not dare to stay to witness the act of sacrifice), I cut down one of the minor trees and dissected it carefully.

A FEMALE DETECTIVE.

A strange note to say slither, character has recently passed away from among the dark den of crime, which has haunted with unending persistence. The extraordinary woman was as peculiar in her appearance as in the nature of her vocations. Short, thick-set, with the arms of a prize-fighter, and features which might perhaps be compared with those of a bulldog, but certainly bore no resemblance to the ordinary countenance of "gentle women," this creature could not fail to inspire a sense of repugnance to those even who were disposed to admire her courage and acknowledge the utility of the services she rendered. There are but few persons, however, who were ever acquainted with the secret of her life. In Blackfriars there lives an artisan, much respected by his neighbours, whose voice is not without influence at election time, but who is also notorious for his Republicanism; not to say revolutionary views. Some years ago his children and wife were seized with scarlet fever. Helpless and alone, with all his family dangerously ill, the father rushed wildly about for assistance, and when the woman, whose appearance has been but faintly described, came forward and offered her assistance as a sick nurse, he at once accepted her help. She was known in the neighbourhood as an experienced nurse, and had often been recommended to poor patients by the parish doctor. The nurse subsequently confessed her real character. In a word she was a police detective.

Nursing was but a pretext; it was an excellent excuse for gaining admittance into suspected households, and doubling the police had their eyes on this Republican. The female detective in question was not, as a rule, employed on political missions. Her chief duty was to discover criminals, and those of the lowest and most dangerous type. For this purpose her appearance was more an advantage than otherwise. No oath was too loud, blasphemous, or coarse for her to utter; there was no vulgar turn of speech that she ignored, and she was ever ready to greet the most revolting jokes with the heartiest laughter. Placing herself in relation with the parish doctor, whose household was suspected by the authorities, she volunteered to nurse those families whose honesty was suspected by the authorities. As a nurse she disarmed all suspicion, and did not fail to take careful note of all she heard. Her manners were also apparently so loose and low that but little restraint was observed in her presence, and her reports forwarded to Scotland Yard were thus rendered all the more valuable. As a monthly nurse she welcomed into the world the children of notorious criminals who were ultimately destined to become her prey, while as a sick nurse she extracted from her half-unconscious and debilitated fever patients the confession of some dark deed, and hints as to the whereabouts of confederates in crime. Such was the general plan of action observed by this extraordinary woman; but this was rather a slow process, and at times it was necessary to fall at once on the wrongdoer. On one occasion, for instance, the police received information that there was a gang of false money-makers in a certain street; but notwithstanding every effort they were unable to ascertain in which house the coiners worked. The services of the female detective were thereupon requisitioned, and she was despatched to the street in question to see what could be done. After walking up and down a little while she noticed a child come out of one of the houses, whose face indicated a kind disposition. Seizing hastily this opportunity the detective feigned illness, and begged to be taken indoors for a moment. Reluctant at her parent's warning, the child, in her excitement, seeing nothing but a woman apparently in great agony, and without giving alarm, admitted the detective into the house. The sudden entrance thus obtained enabled the detective to hear the metallic sounds proceeding from the coiners' workshop before the latter were aware that any stranger was in the house. They were not long in discovering their danger. Before the detective had time to leave the premises the chief of the gang rushed up from the cellar, where he was at work, and in his fury, hurled a ladle full of molten lead at her head. Fortunately, the police bonnet that she wore saved her life; the burns she received were not fatal, though they destroyed her hair and its roots. The police arrived in time, on hearing the alarm, to arrest eighteen coiners. The chief, who was first aware of the surprise, was able to escape, but he was subsequently captured in France, and there sentenced to eighteen years' servitude in the galleys. It might have been imagined that if anything could make a woman abandon her partiality to the law, it would be the loss of her hair; but with the detective it only increased her love of what she called the work. She considered that it would now be more easy for her to dress as a boy, and in this, her favorite guise, she penetrated many a hidden den. On one occasion, however, she was discovered. A highway thief asked her to speak—that is to say, to give the password to a party who were waiting for her in the street. She refused, and the party who were waiting for her in the street were the police.

Myself and colleagues had evidently been forgotten, and received no official intimation of a similar action. When I reached Ragatz, I found the village crowded with soldiers, refugees, and wounded men, and the atmosphere of the morning was a stifling one in the darkness. In our entanglement, we were taking possession of a small hamlet. We had hardly lighted a fire when we were disturbed by the sudden appearance of a quiet night. The appearance of the wife of the proprietor, a lady, who, with her face pale, walked, hesitated, and then came forward, and refused to be comforted. The husband soon brought her away, and she, accompanied by a number of soldiers, appeared on the ground, and after they had all individually and collectively had their say, I managed to elicit the fact that the lady was in fear that we should set our horses to eat into her stock of wheat, which was the only family had to depend on for the winter. On my representing to her that it was not the correct thing for a lady in Turkey to be among so many strange men, and requesting that she would send some male of the family, with whom I could treat on a more equal footing, besides assuring her that the presence was not a matter of great consideration, she precipitately retired, leaving her big son as deputy, with whom, amiable relations were shortly established. Wood and dry straw were soon forthcoming, with which to cook our supper and provide for the night. There was no need for the early village cooks to rouse us from our slumbers. I was early on foot, and as soon as the methodical Turks who composed my staff could be got in motion was on the way to Schemla. On the road to Baki-Djuma I again overtook and passed crowds of unhappy fugitives, shivering in the early morning cold, which, in consequence of a north wind, having set in, had increased. In spite of the bad state of the roads I reached Schemla after eight hours' travel, and rejoiced to be once more able to "turn in" to a comfortable bed; after a fortnight's attempt at repose amidst the myriad insect life to be found in deserted Bulgarian villages.

IN THE LONG AGO.

"Ah, well, do I remember," sighed the Court, as the next man passed out, "when you were a constable in the third ward, wore a velvet coat, carried a cane, and was looked upon as a high jinx, hop-lip, tip-top sort of a man. Men respected you, the boys feared you, and you could have got trusted for a small amount at any grocery in town. Those days have fled. The sparkling diamond of the past has become an old joint of stove-pipe thrown into the alley for crows to nibble at and wonder which end the grass grows on. It makes me sad to remember what you were, and to now see what you are." "Yes, I used to swell around a good deal," mused the prisoner. "And now you are on the shrink. Your eyes look like pieces of turnip glued to red velvet; your hair looks like flax gone to seed; your nose glimmers like a green apple; you tremble all over, and no boot-black would care to be seen in your company." "It's pretty bad," sighed the man, winking at the old red boots. "Have you any ambition left?" asked the Court. "I guess so," was the hesitating reply. "Do you think there is any chance for you to climb up again?" "I'd rather kinder walk around and take comfort," replied the prisoner. "So say," said his honour, as he leaned back. "When a man has as soon be the diabolical as the dinner-plate it is useless to try to wring him out. I'll have to send you up for the winter." "Well, it's kinder warm and nice up there," observed the old relic. "I sware they might give us more oysters than they do, but I'm purty well satisfied."—*Detroit Free Press*.

His health of the Prince Imperial is causing his mother and his friends considerable anxiety. He suffers from lameness, the result of an operation performed on his foot when a child, and of an accident which he met with last year. Some young officers returning from Aldershot prepared a bonfire in the garden of an hotel at Dorking, as a little surprise for the Prince Imperial on his arrival there. When the bonfire was lighted and in full blaze, one of the officers took the Prince upon his shoulders and carried him up close to the fire, standing with his burden on a broken pillar, so as to be able to look right into the heart of the fire. A sudden jet of flame from one of the tar barrels came so near the young officer's face that he started, and the Prince Imperial, losing his balance, was pitched into the fire. He was dragged out at once, but not before he had sustained some severe burns, and especially one on his leg, which has seriously aggravated the original lameness. It was at one time thought that amputation would be necessary. The case no longer seems so grave as it at first appeared, though the Prince's health, as we have already said, has been severely shaken, and causes no little uneasiness.

Miscellaneous.

The steward of the *Prarie Bird* committed suicide on the voyage from Hayre to New Orleans. The extract from the captain's log, which the newspapers publish, is a mixture of the nautical and the literal. The steward went into the cabin with the dish basket. Heard report. The carpenter came out. My God, he has shot himself! Laid him on the main hatch and found a bullet hole in the main hatch temple. Then laid him out on a plank on starboard gangway; hauled down fore and aft sails; laid yard aback; read funeral ceremony, and launched him into the deep.

The Duke of Connaught, during his recent visit to Dublin, became particularly partial to the outside cars indigenous across St. George's Channel, and frequently took an opportunity of being driven in them. The other day, says a contemporary, in pursuance of this fancy, His Royal Highness called a cab, and, entering the driver's box, he took him to Portobello Road, and, without giving alarm, admitted the detective into the house. The sudden entrance thus obtained enabled the detective to hear the metallic sounds proceeding from the coiners' workshop before the latter were aware that any stranger was in the house. They were not long in discovering their danger. Before the detective had time to leave the premises the chief of the gang rushed up from the cellar, where he was at work, and in his fury, hurled a ladle full of molten lead at her head. Fortunately, the police bonnet that she wore saved her life; the burns she received were not fatal, though they destroyed her hair and its roots. The police arrived in time, on hearing the alarm, to arrest eighteen coiners. The chief, who was first aware of the surprise, was able to escape, but he was subsequently captured in France, and there sentenced to eighteen years' servitude in the galleys. It might have been imagined that if anything could make a woman abandon her partiality to the law, it would be the loss of her hair; but with the detective it only increased her love of what she called the work. She considered that it would now be more easy for her to dress as a boy, and in this, her favorite guise, she penetrated many a hidden den. On one occasion, however, she was discovered. A highway thief asked her to speak—that is to say, to give the password to a party who were waiting for her in the street. She refused, and the party who were waiting for her in the street were the police.

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1	Parker, Chas. E.	1	1
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Mrs	1	Parker, Chas. E.	1	1
Mrs	1	Passanelli	1	1
W.	1	Pest & Co., J.	1	1
W.	1	Place, Edward	1	1
T.	1	Property, E. C.	1	2
Hugh	1	Raymond, E. W.	1	1
Miss C.	1	Robinson, C.	1	1
James	1	Robinson, Wm.	1	1
A. de	1	Saunders, W. A.	1	1
H.	1	Savio, Pietro	1	1
Thomas	1	Schmidt & Richard	1	1
Monar.	1	Shaw, Mrs	1	1
Sigr.	1	Shepherd, Capt.	2	1

Carlo	2	Smith, Geo.	1
John	1	Smith, Moses	1
neer)	1	Harriet	1
John	8	Solomon, J. A.	1
G.	2	regd. Souza, O. R. de	1
	8	Spanish Mall	1
as. A.	1	Line of Stea-	1
John	1	mers, The	1
Capt.	4	Agent of	1
	1	Starbuck, J.	1
as, Chas.	1	Storror, Monr.	1
Mar-	1	Dr.	1
	1	St. John, Miss G. A.	1
P. G.	1	Swiss Club	1

Chas. 1	Storror, Moner.	1	1
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P. G. 1	St. John, Miss G. 1	1	1
Cor. O. 1	Swiss Club	1	1
Wizow. 1	Taylor, G.	1	1
Caph. W. 1	Tayt, C.	1	1
Berg, C. 1	Thaxter, John	1	1
John F.	Thomson, J. F.	1	1
Roan, R. W.	Tomkins, Thos.	1	1
Moner, Del.	Tucker, Robt. E.	1	1
Wm.	Ughes, G.	1	1
	Walshaw	1	1

H. H. J.	1	Yang Tung	1	Fred.
Wiscam,	1	Sir W.	1	1917
Alfred	1	Young Lung	1	Fred.
H. H.	1	Yang Tung	1	Hollis
Fred.	1	Jard A	1	Jard A
L. L.	1	Jard A	1	Jard A
For Merchant Ships.				
L. L.	1	Kate Waters	1	L. L.
L. L.	1	Kedar	1	L. L.
L. L.	1	Lungo	1	L. L.

1	Lass of Gawler.....	1
1	Leicester.....	8
1	Leon Crespo.....	2
1	Lombardian.....	5
B 1	Lord of the Isles.....	1

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en	1	Loveswater	100
en	1	Lugia	100
en	1	Madra	100
en	2	1 Maggie Douglas	100
en	1	Maid Marion	100
en	1	Maid Marion	100

Castle, s.	1	My	2	510
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Brothers	1	Melrose	1	142
s.	1	Merve	1	142
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	2	Moss Glen	1	142
ro	1	Nadville	1	142
un, Prince	1	Namess, s.	1	142
a	2	Nimrod	2	142
ge	2	Northampton	12	8
	1	North Star	1	142
n.	1	Novelty	1	142

Island	1	Panama	1
Halifax 10 & 1	rg	Panama	1
Library 4		Paracca	1
Pass of Errol	1	Patric	1
Wave	1	Penshaw	1
Cochrane 10		Peruvian	2 (1rg) 1

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2	2	Reynolds	12:11
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2	2	Springfield	non	14
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1	1	Star Queen	orig	14
1	1	St. Elmo	orig	14
1	1	Syringa	orig	14

Caulfield 2	2	Tall Long	1	
Crashow 1	1	Tasso, s.s.	1	
Ma. 1	7	Thomas Bell	4	
2	7	Ulloch	2	
ganshire 1	1	Victoria	1	
10	7	Victory	1	
s.s. 1	1	W. E. Gladstone	5	
a Law 1	1	Wallo		
Way 1	1	Western Chief	1	
Armitage 1	1	William Turner	2	
1	1	Windsor		
s. s. 2	2	Woodhall	1	1
Shenlow 2	1	Woodlark	3	2

Shaphera	2	1	1	1	1
Jamieson	6	1	Zamora	1	1
1	1	Zanzibar a.s.	1	1	1
2	1	Ziba	1	1	1
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for R. M. Ships.	
Lots.	Lots. Exp.
ons 1	1 Fly
1	Victor Emanuel 5

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Velvet, etc.
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Risorgimento.

Rotterdamseche Courant.
 Schmidt's Jahrbücher.
 Schwabische Kronik.
 Standard.
 Statuten der Lebens und Pensions-Ver-
 sicherung.
 Theatrical House Club, List of Members.
 The East Götting & Co. (Parses Paper.)
 Weekly Scotsman.
 Weser Zeitung.
 Zeebel & Co., C., B., & Co.

Exclusives of late Arrivals and Departures reported to-day.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

Men-of-war in Hongkong Harbour.

FOUCHOW SHIPPING IN PORT.

RECHONING STRAINERS

Gwallor
H. C. Orsted

Hankow (McQueen)	British
Hanyang	British

SAILED VESSELS

Diplomatic British ba
Ethiopian British ba

**Golden State
Halloween** **American
for London**

Hawkesbury	British and
Hermann	German

Inheritance Isle of Erin

Juliane	German school
Monty Lebanon	British school

Nouveau Mondial French & American

Silver Eagle for London
Six Lanes for New York

Supreme
Tactics

REF-UP-WAL

Atalanta	French 1st
Wash 8	H. M. 1st

Juno-
W.

Palch

Herrings, fresh . . .

smoked

King Crab,

Live Fish,
Lobsters,

Mackerel.

	Mullet,	.	.	.
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Parrot Fish,

Porch,

Pike,
Dialer

Pomfret, White

Pontret, Black .

Prawna,

Ray, J. Edgar

Corrected to Saturday, November 24, 1877.

At 1100 Cash per Dollar Mexican.

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